



Minnesota Transportation Museum

MINNEGAZETTE

July/August 1983

About the Cover

The Dan Patch, MTM's 1913 diesel-electric locomotive No. 100, prepared to depart from St. Paul's modern Midway Amtrak Depot on May 21 with another load of railfans as part of National Transportation week festivities. Photo by **Dawn Holmberg**.



Nominations Committee

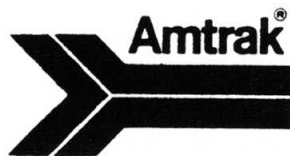
The 1983 Nominations Committee will be meeting several times over the next few months in order to develop a slate of recommended officers for the 1984 Board of Directors. If you would like to be considered for any office, please let the committee know. Also, if you have any recommendations, complaints or commendations, please communicate these thoughts to the committee as well.

Committee members and their phone numbers are: **Bill Graham**, 925-4806; **George Isaacs**, 484-7512; and **Bob Ball**, 521-4013. **Note:** Please use this number to call **Bob Ball**; his home number is incorrect in the 1983 Membership Directory.



Calendar of Events

July 16-17: Stillwater Lumberjack Days, 328 steam train.
July 26: General membership meeting at MHS, St. Paul.
July 23: Bayport, Anderson Co. picnic, 328 steam train.
July 30-31: Lake Superior & Mississippi RR excursion, Duluth.
Aug. 13-14: Lake Superior & Mississippi RR excursion, Duluth.
Aug. 27-28: Lake Superior & Mississippi RR excursion, Duluth.
Sept. 5: Como-Harriet Streetcar Line ends daily service; runs weekends.
Sept. 9-12: Northfield Defeat of Jesse James Days, 328 steam train.
Sept. 27: General membership meeting at NWNL, Mpls.
Sept. 30-Oct. 3: Association of Rail Museums (ARM) Convention at Seashore Trolley Museum, Kennebunkport, Maine.
Oct. 28-30: TRAIN Convention right here in the Twin Cities! Operation of 328 steam train, Como-Harriet Streetcar Line and our buses too! 7th annual streetcar company-style MTM picnic at CHSL.
Oct. 30: Official end of Como-Harriet Streetcar Line operating season.
Nov. 29: General membership meeting (site to be announced).
Jan. 24, 1984: Annual membership meeting and election of officers at BN, St. Paul.



Membership Meeting July 26

The next general membership meeting is at 7:30 p.m. on Tuesday, July 26 in the Weyerhaeuser Room of the Minnesota Historical Society at 690 Cedar St., across from the State Capitol in St. Paul. See you there!



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
 10409 Nicollet Circle
 Bloomington, MN 55420

Railroad Restoration Update

After careful inspection of our operating stock, it was determined the safety margin necessary to ensure the well being of the public did not exist. Reports were made to the board of directors and, to their credit, reaffirmed that the museum's commitment to safety comes first and foremost. The restoration program has taken three fronts:

1. The two **Rock Island 100-seat commuter coaches, 2604 and 2608**, are undergoing a complete truck and brake rebuilding program. This work has been contracted to the Maxson Corporation with the cooperation of Bob Rusten. The work is being contracted because we currently do not have the facility necessary to do this work and the belief that we should make a good faith effort to attend events we had committed to.

2. Work on **Northern Pacific steam engine 328** is proceeding. A test fire proved quite successful. A lot of time and effort has gone into the engine this season. Those who have working knowledge of steam and those willing to work for knowledge are both in demand to augment those who are currently doing a superb job.

3. The crews working with **John Larson** are doing a tremendous job on **Great Northern coach 1213** which is the key to adding three lightweight cars to our consist. This will provide air conditioning and

enclosed cars for inclement weather; back up cars in case of difficulties; added capacity when needed; and cars designed for longer distance and higher speed travel.

I would like to thank those who spend the endless hours of their time to see that the museum is a success. You deserve a great deal of gratitude from the museum. The strength of the museum is in its membership.

Thomas R. Dimond
Vice President, Restoration

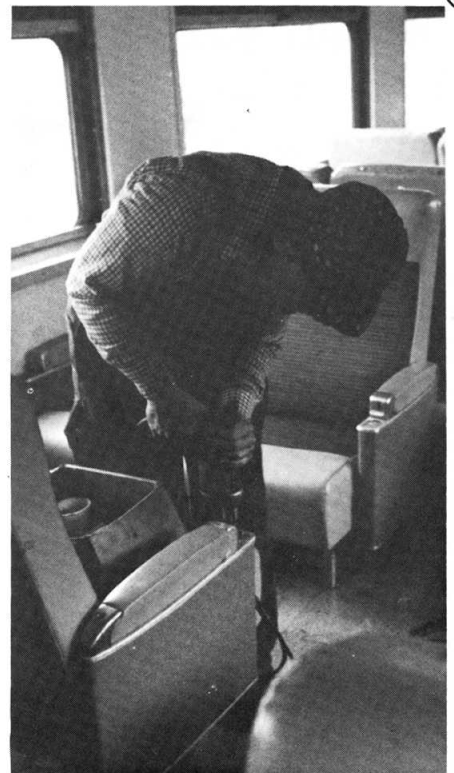


Start 3000 Gross Tons

Question: Which is harder to start—3000 gross tons of loads or 3000 gross tons of empties?

Answer: The empties, because there are more journals to "break loose." The difference can be reduced or minimized by skillful slack management by the engineer, and by the use of roller bearings which require about half of the force to break loose as is required by friction bearings.

Bill Marshall



Richard Kasseth repaired an armrest on MTM's Great Northern coach 1213 at the Minnesota Transfer Railway roundhouse. Photo by Dawn Holmberg.

Stop 3000 Gross Tons

Question: Which is harder to stop—3000 gross tons of loads or 3000 tons of empties?

Answer: The loads. The need for braking power is determined by weight (loads and empties) whereas availability of braking power is essentially constant for each car, loaded or empty (unless the car is equipped with load sensitive brakes). Thus, for a train of loads to stop as quickly as a load of empties, it would need 4 or 5 times as much braking power. Brakes are designed so that emergency application is not supposed to slide the wheels. However, cars have a way of rebelling against their designers. If the train of empties bouncing up and down would lose braking traction long enough to lock and slide the wheels, the stopping distance would be lengthened considerably. Hot wheels sliding on a layer of molten metal do not grip nearly as well as warm, rolling wheels.

Bill Marshall



Interior of ex-Great Northern coach 1213. Photo by Dawn Holmberg.

Media Advertises the CHSL

Radio and television coverage this year has extensively advertised the Como-Harriet Streetcar Line. WCCO television's *P.M. Magazine* aired a combination of the museum's railroad and streetcar divisions.

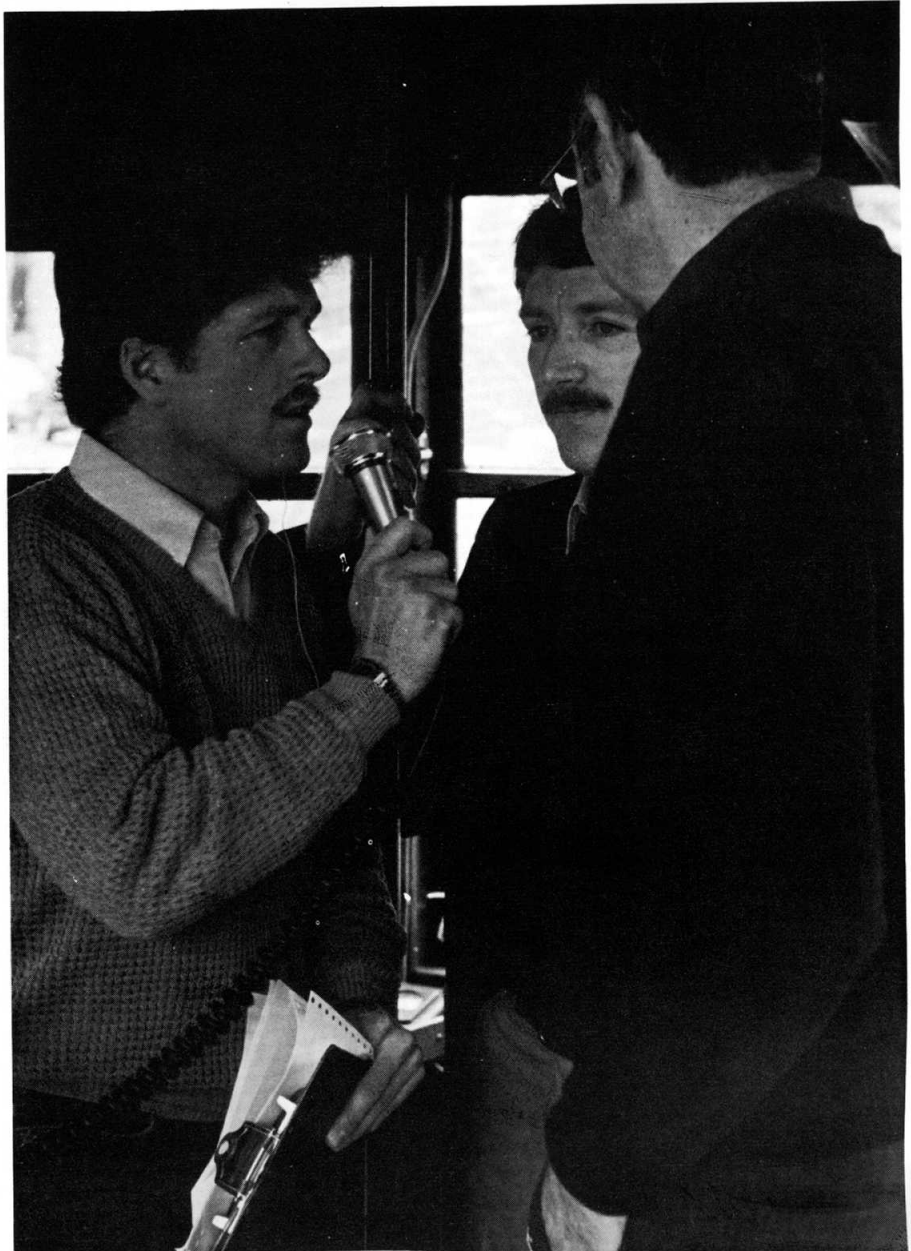
On May 20, WCCO-AM radio conducted a live, 2-hour remote broadcast aboard car 265. Dan Hertsgaard moderated the program which included interviews with museum members **Bob Ball, George Isaacs and Russell Olson**. In addition, operators **Roy Harvey, Ray Bensen Sr. and Bill Graham** assisted in preparation and operation of the cars to the broadcast site at Lake Harriet Station.

The broadcast site provided a unique setting for publicizing National Transportation Week activities in the metro area. A thank you is extended to Mr. Hertsgaard and producer Sue Frase for considering the museum's traction division as a broadcast site.

KSTP television produced a special "insert" for their *Good Company* (3:00, afternoons) program under the guidance of producer/director Lee Luce. Of special interest were interviews with museum members who were one-time Twin City Lines car operators including **Marjorie Myers, Eugene Corbey, Bob Schumacher and Alvin Johnson**. A thank you is also extended to KSTP for their particularly fine job in telling the station's viewers about who we are, where we are, and why we exist.

In all, a thank you is extended to station management, producers, technicians and to museum members who, on numerous occasions, came out, readied the car and otherwise did a fine job in promoting the museum's operation at Lake Harriet.

Mike Buck
Vice President, Traction



Dan Hertsgaard of WCCO radio, with microphone, interviewed MTM members George Isaacs, left, and Bob Ball aboard streetcar 265 at the Como-Harriet Streetcar Line on May 20 as part of National Transportation Week. Photo by Mike Buck.

Mpls. Might Need LRT Says Council Report

The Greater Minneapolis Chamber of Commerce and Downtown Council issued a report in March that said that Minneapolis has "a stagnating bus system apparently unable to keep up with growing service demands." Also, the bus system shows "little promise for meeting the needs of the 45 percent additional workers by the year 2000."

This is of great concern to downtown merchants who rely on buses to draw shoppers away from suburban shopping centers. Bus ridership continues to decline due to increased fares, reduced rush-hour service and other economic cutbacks.

Among its predictions, the report concluded that there would be continued heavy demand for bus service as well as a possible need for light rail transit to supplement bus service. Although the report stopped short of endorsing LRT, the implication was clear.

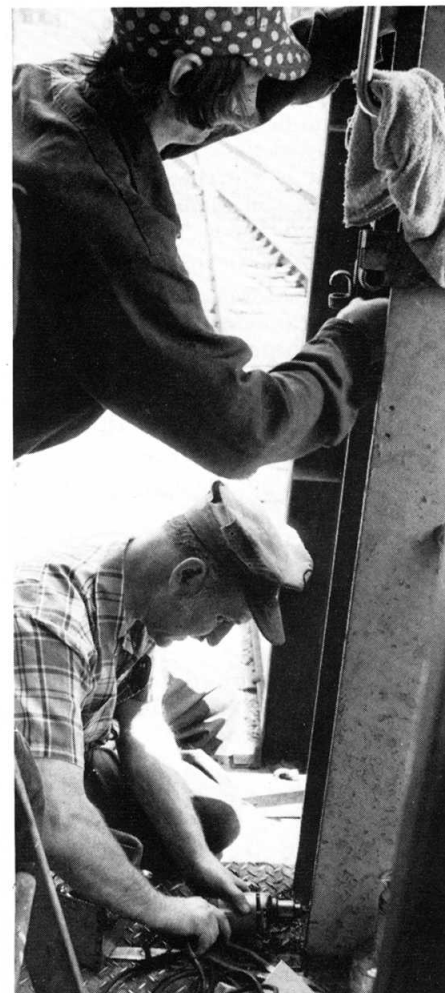
Check Out Train Books, Magazines

Robert Johnson, head of security for Oxford Development, has donated over 30 railroad books and scores of TRAINS magazines to the

museum. If you would like to borrow them for reading (sorry, they're not for sale), contact **Bob Ball** at 521-4013.



Ex-TCRT motorman and current MTM motorman on the Como-Harriet Streetcar Line, Alvin Johnson, was interviewed by KSTP television aboard streetcar 265 as part of a future "Good Company" segment featuring the streetcar line. Photo by Mike Buck.



Phil Hanson, above, and Bernie Braun prepared ex-Great Northern coach 1213 for its 1983 operating season. Photo by Dawn Holmberg.



Did You Know . . .

. . . that because N.P. steam engine No. 328 has rigid axle drivers, they **MUST** slip when rounding a curve? When going through a number 7 turnout, for every revolution of the drivers, the inner or outer or both sets of drivers **MUST** slip 2-1/16 inches! Listen for slippage as the 328 crawls or rolls through a turnout without working steam.

Bill Marshall

MTM Marks 20 Years as Passenger Hauler

Most museum members think of 1970 as the beginning of MTM as a tourist railway passenger hauler. In a sense, that is correct—on a regular basis—with the opening of the restored Como-Harriet Streetcar Line on August 28, 1970.

However, in May 1963, one year after the establishment of the Minnesota Transportation Museum, members operated streetcar 1300 on several hundred feet of railroad track in the vast yards of the Minnesota Transfer Railway at University near Prior in St. Paul. The car had been brought to the Transfer the previous year after several years storage at the Minneapolis-Moline plant in Hopkins

under the auspices of its savior, the Minnesota Railfans Association. As you can see, the Minnesota Transfer Railway has been a friend to the MTM for over 20 years.

The streetcar, running under the power of a gasoline-powered rewind trolley bus motor mounted on a four-wheel truck towed behind the car, carried its first passengers in museum service on a bright, sunny May afternoon in 1963. Considerable fanfare brought thousands out to see and ride the car after a nine-year absence from city streets. The rides were free but donations were urged to assure continued museum operation.

In several weekends during the summer of 1963, car 1300 carried over 10,000 joyous railfans through the Transfer's yards. Unfortunately, that immense foot traffic led to cessation of museum streetcar service later in the summer as passengers roamed literally everywhere in the yards. Car 1300 would carry no more passengers for another seven years. It was returned to the Transfer's building for storage until an operating site for the old car could be found.

In the next issue of the **Minne-gazette**, we will look at the events that led to the reopening of the Como-Harriet Streetcar Line and the return of car 1300 to service.



Car 1300 prepared to carry its first passengers in museum service by the one-year-old Minnesota Transportation Museum at the Minnesota Transfer Railway in St. Paul in

May 1963. The sign was cranked to "Special." There was no hint then that 1300 would wind up on the Como-Harriet line. Photo by Bob Bork of Post Newspapers.

Como-Harriet Work Crew Members Needed

The traction division has a dire need for additional volunteer Saturday work crew members. Activities include track, right of way, shrubbery, overhead and platform area clean up details. All are a necessary part of maintaining a good operating profile. Indeed, without maintenance, we do not run! And if we do not run, we do not fund restoration and year-around vehicle/right of way projects. Simply put, we can't.

Your help is called for and requested. Give once a month to maintenance projects of *your* museum. If you are able to help out, let Roadmaster **Walter Strobel** hear from you. He needs your help. The division needs your support. Please, let him know you want to help and then, remember to report for your assigned work crew. Thanks.

Mike Buck
Vice President, Traction



MTM Receives Historic Telegraph Equipment

George H. ("Gus") Shavel of Phoenix, Ariz. donated his telegraph key and sounder to the Minnesota Transportation Museum April 7. The equipment will be repolished, restored and made available (along with our morse code tutorial tape recordings) for MTM members wishing to learn Morse Telegraphy. It also will see service at the Minnehaha Depot and at a number of special events.

Shavel served the C&NW Railroad for 42 years as an agent, telegrapher, signal tower man, dispatcher, rules examiner, safety expert, and all-around trouble shooter. He had a major input to the last C&NW rule book prior to adoption of the Consolidated Code. MTM member **LeRoy Peterson**, presently C&NW dispatcher in St. Paul, asserts that it is one of the best rules edition ever published.

During his three years involved in World War II, Capt. Shavel, his dispatchers and telegraphers took over French railroad lines as soon as they were liberated from the Germans. He also served as an ICC investigator for one year and has been a Boy Scout worker for 47 years. At 83, Gus is more active than many people at 63.

The key and sounder served many years in the "GO" office in the Wisconsin Division's Chicago headquarters, being retired and salvaged by Gus back in 1930. "GO" office, where Gus worked a number of years, handled division messages, consists, and data such as car orders and disposition authority, switching cost reports, coal records, etc.

This equipment is indeed rare. It was used for "duplex" Morse telegraphy—simultaneous transmission of messages in both directions—the "side wire." The key has four contacts instead of the usual two, and the sounder has four windings on the two coils instead of two. This method of transmission could not accommodate intermediate stations. Operators on the receiving end could not "break" the sender. To acknowledge receipt or to ask for retransmission required the coordination of all four operators.

Our many thanks to "Gus" Shavel for this valuable historical equipment!

Bill Marshall



Long lines of streetcar buffs welcomed back an old friend after a nine-year absence from city streets as they waited eagerly for a ride aboard TCRT streetcar 1300 in the rail

yards of the Minnesota Transfer Railway in May 1963. Photo by Paul Joyce.

Como-Harriet Streetcar Line — It's Second Decade

Members of the Traction Division began their 13th consecutive year of operations at the Como-Harriet Streetcar Line. Although formal operations did not commence until Memorial Day weekend, scheduled regular and charter operations had found the car on the line some weeks before. The division's 81 operators are currently being supplemented by 10 to 13 candidate/trainees. Shortly, they will achieve certification and thereby join the ranks of individuals who find enjoyment in reliving a nostalgic bit of Minnesota rail history.

Streetcar 1300 continues on its four year restoration/rehabilitation program. Over the winter months, car superintendent **Neil Howes** and crew members conducted massive mechanical "surgery" on the car's rear traction truck, total brake rigging and front door air, engine-over-ride mechanism. At the same time, members **John Prestholdt**, **Don Westley**, **Bill Graham**, **Roy Harvey** and **Mike Buck** metal stripped the entire front platform area and completely restrained and varnished the wood to its original luster.

Loren Martin is credited with a rebuild of the new door structures as well as continuing final appointment work aboard Duluth streetcar 265.

Members **Ray Bensen Sr.** and **Walter Hotvet** worked on the rehabilitation of selected rattan seating cushions. In all, significant vehicle restoration/rehabilitation was accomplished over the 1982/1983 winter months.

Roadmaster **Walter Strobel** has coordinated a number of maintenance activities along the right-of-way. Brush removal, tie replacement, rail joint work, grinding and welding duties continue as a regular part of this program. Two areas deserve special recognition. The overhead (trolley wire) maintenance crew, foremaned by **Greg Olson** and **Bill Cordes** have created a substantial improvement in the overhead system at the north end of the line, both ends of the William Berry Bridge area, and at the Lake Harriet siding and switch areas. Secondly, members **Herb Pinske** and **Scott Heiderich** have recently completed the installation of spring switch mechanisms at both switches of the Lake Harriet siding.

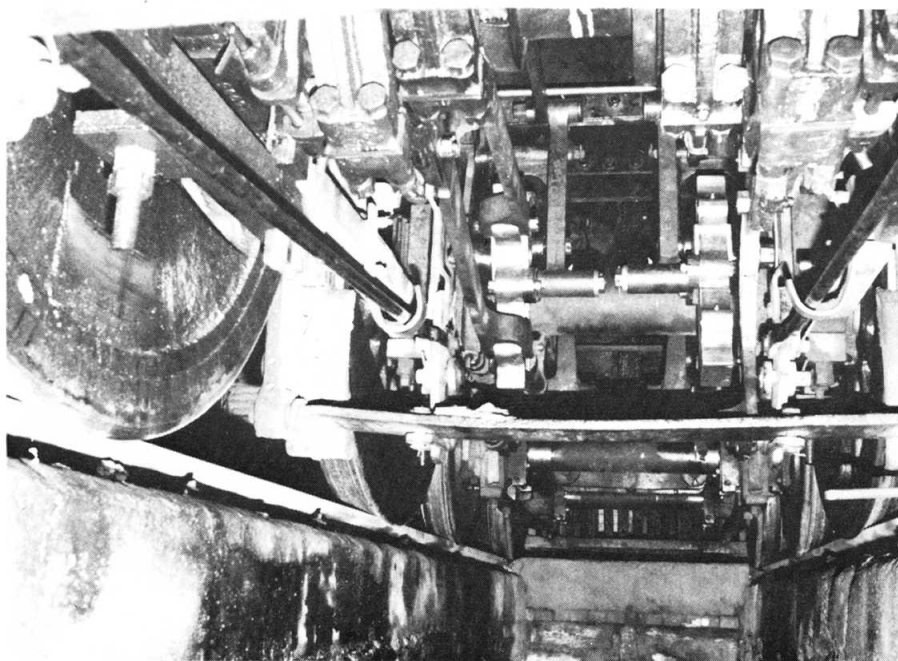
Particularly noteworthy has been the grooming and all around appearance of the Lake Harriet Station garden area. **Karl Jones** and his wife have substantially revived the division's "front yard" through their efforts, along with the help of **Betsy**

Snyder. A special need yet exists for people to help out on the grass cutting crews (Wednesday evenings and Saturday mornings). Please contact **Mike Buck** (the weed whip kid) or show up at either of these times if you are able to help out.

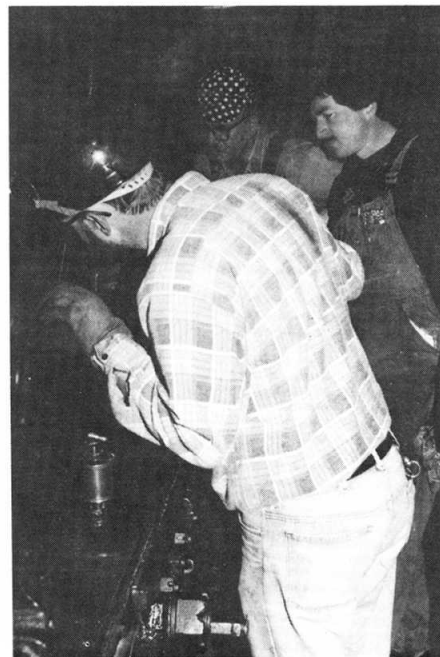
Finally the car barn addition/planning work is progressing along. The division is now in receipt of a color artist rendering of the future two-car building, as well as a complete set of blueprints for its construction. Summer plans call for a public hearing, city council resolution and additional preparation measurements to be completed to allow for a September or October construction to become a reality.

It is a variety of areas, then, that the traction division finds itself involved in; operations, maintenance, training, planning. All are integral to a successful season. To all who participate, a tip of the hat for a job well done.

Mike Buck
Vice President, Traction



Undercarriage of N. P. steam engine 328 as seen from the inspection pit at the Minnesota Transfer Railway roundhouse in St. Paul in June. Photo by Dawn Holmberg.



Tom Neuhaus, left, Jim Bertrand, center, and Bob Ball checked over N. P. steam engine 328 at the Minnesota Transfer Railway roundhouse. Photo by Dawn Holmberg.

Lathe Donated to MTM

Member **Lewis Farr** arranged for the donation of a 20-inch Monarch lathe to the museum. MTM recently took delivery of this machine tool and it is installed in the recently purchased ex-Northern Pacific baggage car. This car is the museum's temporary machine shop until MTM gets it's permanent restoration facility.

Bob Renz should also be cited for his leadership in putting the lathe in its proper position and wiring it to the car's central electrical system. There were many other people who helped move the lathe and I thank all for whatever effort you contributed.

Don Schlais
Machinist



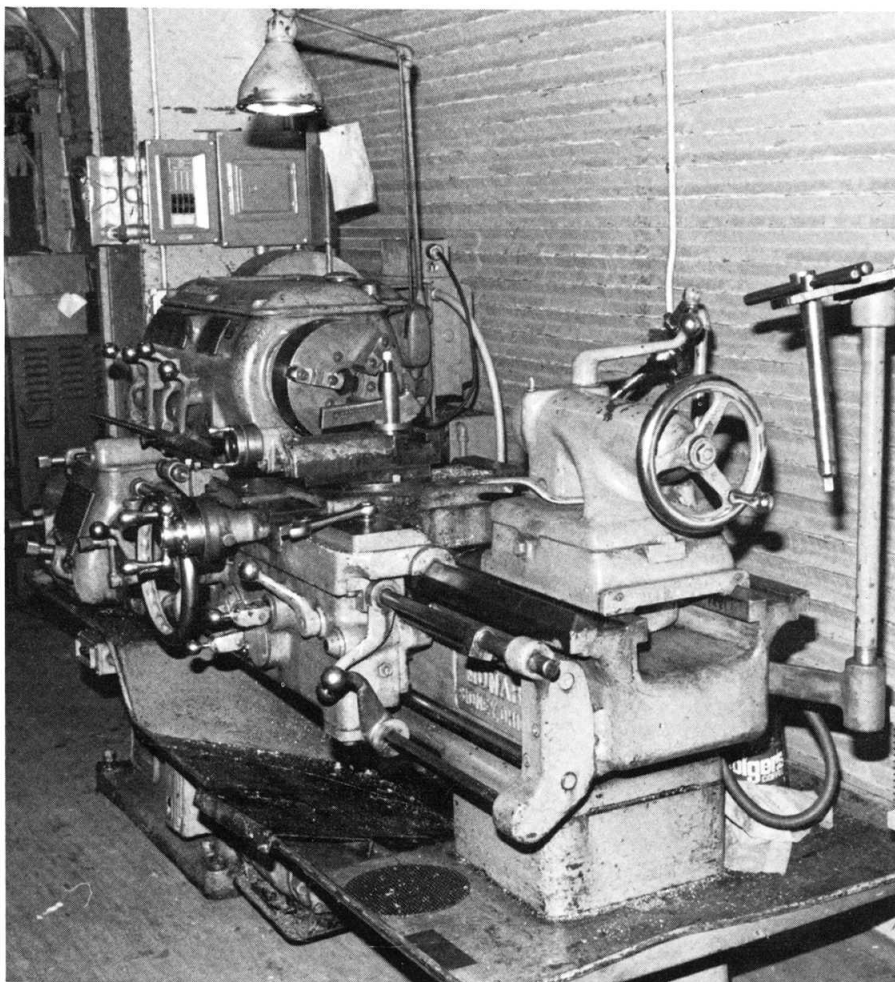
MTM Long Range Planning Committee

A long-range planning committee has been assembled in order to assist the Board of Directors in plotting the course of the museum.

We've been through a number of changes lately and have grown tremendously. Therefore, We're sure many members have suggestions as to how we should change or improve our organization. Please write down your suggestions and send them to the committee chairman, **Frank Bifulk**.

We not only value the advice of all members but must have it if we are to come to workable decisions.

This is an excellent opportunity to have your say — please take advantage of it.



New lathe in MTM's temporary workshop aboard one of the museum's baggage cars. Photo by Dawn Holmberg.



A four-unit train of the modern Chicago, South Shore & South Bend Railroad fleet. Photo by Mike Buck.

MTM Members Attend CERA Convention in Chicago

Museum members **Eugene Corbey**, **Harold Dalland**, **Philip Epstein** and **Mike Buck** attended the Central Electric Railfans Association (CERA) convention and meeting in Chicago on May 27 through 30. The four-day convention was attended by over 500 people from across the nation and consisted of a variety of events; rail trips, museum visitations, social gatherings, and films of old time traction.

Of special note were four functions:

1. A six-unit charter trip aboard the new fleet cars of the Chicago, South Shore & South Bend Railroad, the "South Shore Line." The cars rode beautifully, were quiet on the rails, and shot along at between 65 and 75 mph.

2. Visitation of the South Elgin (Illinois) Relic Museum and the Illinois Railway Museum at Union, Ill., afforded members to view two local operations. At both locations, a variety of equipment was operated by the respective organizations for the benefit of the convention registrants.

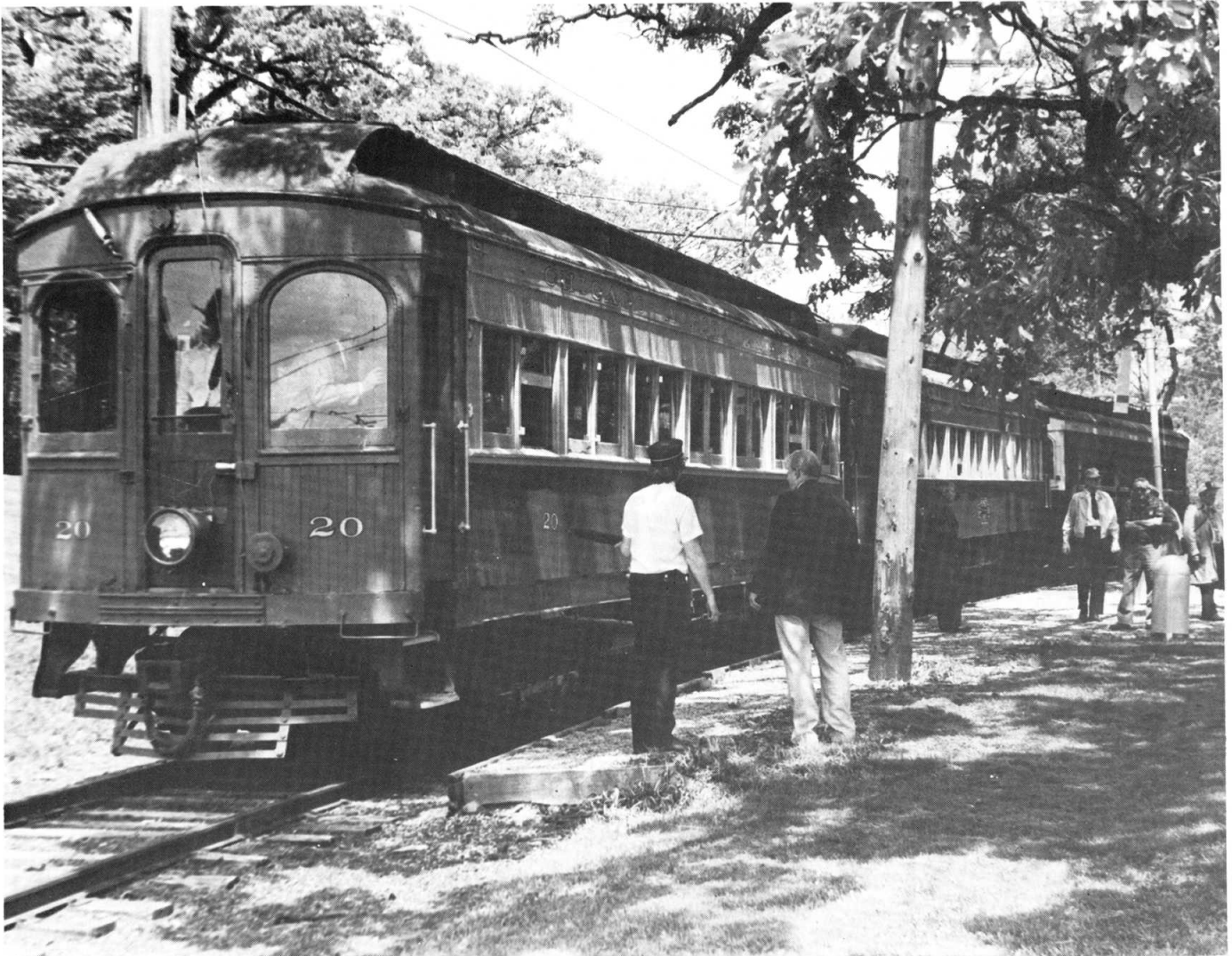
3. An evening banquet was held on Saturday featuring LaSalle steak and baked Alaska. Afterwards the group was treated to vintage films of rail operations in the Chicago area. The previous night, the group had viewed particularly fine films of the once-great Chicago, North Shore & Milwaukee Interurban Line.

4. On Monday, CERA conventioners boarded chartered elevated cars for

journies over numerous lines of Chicago's elevated and subway system.

Although the weather was windy, rainy and cold, this member will have good remembrances of a weekend well spent, meeting new people, seeing new places, and sharing elements of common interest with good people.

Mike Buck
Vice President, Traction



CERA conventioners visited a variety of vintage street railway equipment at the South Elgin Relic Museum in Illinois.

Photo by Mike Buck.

Twin City Model Railroad Club Finds Home

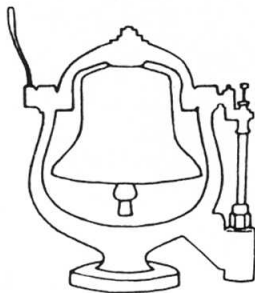
The Twin City Model Railroad Club has been presented with a permanent headquarters and prime layout space in St. Paul's new 60-acre Energy Park, courtesy of the Amherst H. Wilder Foundation.

The club, which models in O scale, has been given 3,600 square feet of finished space for the construction of a new layout in Bandana Square, a complex of buildings undergoing restoration within Energy Park that was known formerly as the Como Passenger Car Shops, built originally by Northern Pacific Railroad in 1885. One of the buildings (since razed) was home for the Minnesota Transportation Museum restoration division from 1973 until 1982.

Several Twin City area model railroad clubs were interviewed before the decision was made to award space to the 43-year-old Twin City Club. The club's 37-year tenure at the old St. Paul Union Depot, the public's viewing advantages of an O scale layout, and the dependability of the larger scale equipment were the determining factors in the decision.

The club plans to lay over 1,100 feet of main line trackage with five continuous operating loops. Codes 148 and 125 steel rail will be used on the main lines and yards respectively. All point and frog assemblies will be case hardened for extended service.

The track roadbed will consist of milled, kiln-dried basswood laid on a sub-roadbed of three-quarter inch plywood. All track will be hand laid on scale wood ties and switches will be hand built. Long range plans call for computerized train control with complete manual override provisions built into the system.



Basically, the layout will be a vignette of the milling district of downtown Minneapolis and feature the Stone Arch Bridge and the 3rd Avenue Bridge (complete with Bloomington-Columbia Heights streetcars No. 1300 and PCC's running across it), St. Anthony Main with its spur line, and three other railroad bridges compressed into the scene.

The rest of the layout will be generic and have a midwestern and eastern flavor with New York's Hudson River featured in the "east." Connecting the areas will be four main lines and one separate branch line.

Spectators will be able to walk fairly close to most areas of the display via a dead-end walkway.

Construction is expected to begin this month on the first loop. The club plans to have at least one loop operating by the time of the Grand Opening of Bandana Square on October 1, 1983.

The Twin City Club, which is a nonprofit organization, will build the layout in a museum type environment with a collection of railroad artifacts and prints on display, and will be open to the public on a scheduled basis.

For more information on the club's new venture, contact Gerald Brimacombe, Director of Public Relations for the Twin City Model Railroad Club at (612) 941-5860.



Illinois Terminal car 1565 at the South Elgin (Illinois) Relic Museum. Photo by Mike Buck.

MTC Riders No Longer To See Red

Commuters in the Twin Cities soon will be seeing a new sight in the streets (sorry traction fans, it's not light rail—yet).

The Metropolitan Transit Commission has decided to change the color of its fleet of 1,000 buses from its familiar tomato red to black and white with a red racing stripe.

The change was brought about for many reasons. With the removal of air conditioners from all buses (except the few with sealed windows), painting the roofs white will reflect the summer sun and help cool the insides of the buses.

New buses are coming from the manufacturers with white teflon-coated sides to thwart graffiti artists. Paint will not stick to their surfaces.

Most new buses have smoked glass side and rear windows. Window posts will be painted black to separate the white roof from the white body to make the MTC's current fleet compatible in appearance to the next generation of buses and other mass-transit vehicles.

Below the windows and on the white surface, the MTC will affix a long tomato red racing stripe headed by a smaller version of its familiar T logo.

Flxible bus 950 was repainted in this scheme for tests and is now operating on routes as the only bus in the fleet in these new colors.

The MTC's order of 62 new articulated buses, due for delivery this summer, will arrive in the new color scheme. The rest of the MTC fleet will be repainted only as needed so the complete changeover could take years.



MTMer Jeff Scholler, in full Milwaukee Road conductor's uniform, boarded passengers on the museum's ex-Great Northern coach 1096 during operations at the Midway Amtrak Depot as part of National Transportation Week on May 21. Photo by Dawn Holmberg.



The "Dan Patch" pulled two ex-Great Northern coaches to the Midway Amtrak Depot on May 20 in preparation for National Transportation Week. Photo by Hudson Leighton.

Last Spike Centennial

Nearly 100 years ago, the first transcontinental railroad across the great Northwest connecting St. Paul and Portland, Maine was completed with the driving of the last spike connecting east and west near Cold Creek, Montana.

In recognition of this historic event, the town of Deer Lodge, Montana (near Cold Creek) will hold a Last Spike Centennial celebration the week of August 22-28, 1983. Highlight of the festivities will be the operation of an 1880's Northern Pacific steam engine No. 154. The engine will operate daily from August 25 through 28.

Northern Pacific set out to conquer this wilderness in 1870 with the laying of the first rail at Thompson Junction, Minn., near Duluth. The iron horse advanced to Bismarck, Dakota Territory in the 1870s and reached Glendive, Montana Territory in 1881. Meanwhile, construction crews pushed eastward over the Rocky Mountains from Spokane Falls, Washington. On September 8, 1883, the rails were joined near Cold Creek, Montana Territory.

A great pavilion was erected for the occasion to seat over 1,000 people. Five special trains from both east and west arrived carrying delegations from England and Germany, government officials, railroad executives, scholars, journalists, and Crow

Indian chieftans. Following a series of speeches, the last 1,000 feet of rail was quickly laid by crews standing by for the race from east and west.

The remaining last spike—an iron spike first driven at Thompson Junction, Minn. 13 years earlier—was hammered in by the joint effort of N.P. President Villard and ex-President Ulysses Grant. The Northern Pacific was now complete from St. Paul to Portland.

Reenactments of the final spike ceremony will take place daily at Cold Creek from August 25 through 28. Additionally, a limited edition of serially numbered commemorative belt buckles, as pictured in this article,

EMPLOYEE TICKET

GOOD FOR ONE FARE

VOID IF PUNCHED

SUBJECT TO CONDITIONS PRINTED ON COVER

Form 6

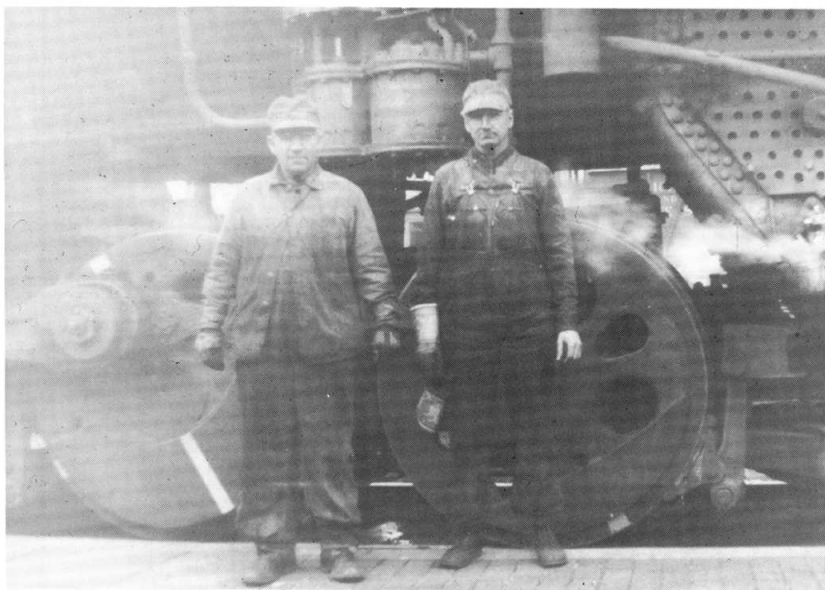
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D. J. Strouse President

TCRT employee ticket (alternately and correctly spelled "employee") from a book of free tickets issued to employees for free rides home from work. The tickets were signed by D. J. Strouse, TCRT President from 1936 to 1949.



are available for \$15. For more information on this historic event, celebration and belt buckles, call or write: Last Spike Centennial Committee, Box 149, Deer Lodge, Montana 59722. Phone (406) 846-1004.



Contrast the work clothes of Amtrak's engine crew (LaCrosse, Train #8, June 1977), right, with the work clothes of the engine crew in the steam era. The picture on the left shows the engine crew of Work Extra 2565, a



C&NW Class J-A 2-8-2 steam engine (The Victory), photographed at Harvard, Illinois in December 1940. Photos by Bill Marshall.

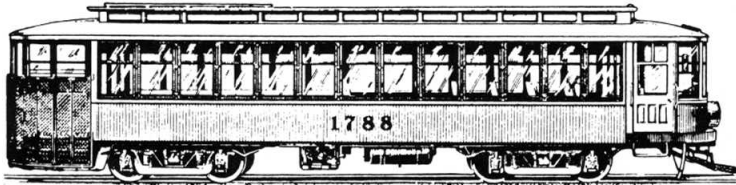
Best Way to See the Twin Cities

Their Beautiful Lakes, Rivers, Parks and Interesting Public Institutions Most Quickly, Comfortably, Inexpensively

IS ON ELECTRIC CARS



You can obtain a good idea of Twin City geography and enjoy much interesting sightseeing, by traveling back and forth between Minneapolis and St. Paul on the four Interurban lines, each with its own distinctive attractions—the Minneapolis & St. Paul, the Como-Harriet, the Selby-Lake and the Snelling-Minneha. The fare from city to city is 10 Cents, collected in fares of 5 Cents in each city, entitling the passenger to transfer at either end to any local line desired. Any point of interest can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from Minneapolis to Stillwater, go to St. Paul by any Interurban line and ask the conductor for transfer to Stillwater. On return trip ask conductor on Stillwater train for transfer to any Interurban line to Minneapolis.



MINNEAPOLIS TRIPS (Fares from St. Paul for Minneapolis Trips 5 Cents more in each case than from Minneapolis)

WHERE TO GO	HOW TO GO	EACH WAY
LAKE MINNETONKA To see Lake Minnetonka most delightfully and economically get aboard a safe, swift, comfortable "Twin City" Steamboat. You can enjoy splendid trips of 1, 2, 3, 4 or 5 hours at a cost of from 20 to 50 Cents by boarding Steamboats either at Excelsior or Wildhurst. Get a Lake Minnetonka Map Time Table for complete Steamboat information.	TO CONNECT WITH LAKE MINNETONKA FAST STEAMBOATS— Lake Minnetonka Cars leave Sixth Street Station (17 N. 6th St.) for Excelsior every half hour from 6 A. M. until 6 P. M. Tonka Bay Cars leave for Wildhurst every hour from 6 A. M. until 6 P. M.	25c
THE CHAIN OF LAKES Park Board Launches leave Lake St. Landing for interesting pleasure cruises over the three beautiful urban bodies of water, LAKE CALHOUN, LAKE OF THE ISLES and CEDAR LAKE at 2, 2:30, 2:45, 3:15, 3:30, 4, 4:15, 4:45, 5, 5:30, 5:45, 6:15, 6:30, 7, 7:15, 7:45, 8, 8:30, 8:45, 9:15 P. M. Round Trip—11 Miles—90 Minutes—25 Cents.	Take a St. Louis Park or Calhoun Beach Car to Lake Street Landing. Or take any Lake St. or Lake Harriet Car to Hennepin Ave. and Lake St. and walk along Lake St. a short distance to Lake St. Landing.	5c
CALHOUN BATHS AND BEACH Bathing under finest conditions. Excellent refectory.	Take a St. Louis Park or Calhoun Beach Car.	5c
LAKE HARRIET Picnic grounds and boating. Excellent refectory and attractive roof garden. Park Board Launch leaves Main Dock at 12, 1, 2, 3, 4, 4:30, 5, 5:30, 6, 6:30, 7, 7:30, 8, 8:30, 9, 9:30, 10, 10:30, 11 P. M. Band Concerts. Round Trip—2.5 Miles—25 Minutes—10 Cents.	Take a Lake Harriet, Oak & Harriet, Oak & Xerxes, Como-Harriet or Hopkins Car.	5c
MINNEHAHA FALLS AND PARK A great scenic playground of 142 acres, a delight to everybody. The immortal Falls and Glen, picnic grounds, flower gardens, deer, elk and bear reserve. Excellent refectory.	Take a Minnehaha Falls or Snelling-Minnchaha Car.	5c
LONGFELLOW ZOO GARDENS Trained and wild animals and birds.		
MINNESOTA'S SOLDIERS' HOME Attractive buildings and grounds, with superb river views.		
FORT SNELLING United States Military Training and Mobilization Camp.	Take a Snelling-Minnchaha Car from either Minneapolis or St. Paul. Same fare.	5c
GLENWOOD PARK AND LAKE Picnic grounds, public golf links and bathing. A wonderful park of 678 acres.	Take a Glenwood Park Car.	5c
MINNESOTA'S STATE UNIVERSITY A group of splendid educational buildings adorning a splendid campus.	Take an Oak & Harriet, Como-Harriet, or St. Paul & Minneapolis Car.	5c



MINNESOTA STREETCAR MUSEUM

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